REQUEST FOR CONSULTATION ON DRAFT INITIAL STUDY

Date: 21 AUGUST 1981

Project: 81.297E
562 MISSION STREET
OFFICE BUILDING

To Whom It May Concern:

A draft initial study has been prepared pursuant to the California Environmental Quality Act, the Guidelines of the Secretary for Resources and San Francisco requirements to determine whether the subject project may have a significant effect on the environment.

This draft initial study is sent to you in your capacity as a public agency having special expertise related to the project, a public agency which is to carry out or approve the project, or a person having an interest in this project.

Your comments are requested concerning the effects of the project on the environment, and whether these effects may cause a substantial adverse change in environmental conditions. We request your comments in writing on the coverage of the EIR, if one is required, or on the scope of further research necessary on any potentially significant environmental effects.

This draft initial study is being circulated prior to full Departmental review, and our review will run concurrently with the time limit established in this letter. If no written response is received from you by 7 SEPTEMBER 1981, it will be assumed that you do not wish to make any comments concerning the coverage of the EIR or other items in the subject draft initial study.

If you are an agency of the City and County of San Francisco, please indicate in your response the number of hours spent on this matter, for inclusion in our records.

We will provide you with a copy of the final initial study once it is completed.

If you have questions about the process, please contact Carol Roos of this Department at 552-1134

Sincerely,

Carol Roos

for Alec S. Bash
Environmental Review Officer

Enclosure

PRELIMINARY: SUBJECT TO REVISION

DRAFT INITIAL STUDY

562 MISSION

81.29E

21 August, 1981

DISCLAIMER

This document was prepared outside the Department of City Planning, and has not yet received Departmental Review.

ENVIRONMENTAL IMPACT PLANNING CORPORATION

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PRELIMINARY: SUBJECT TO REVISION

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FIGURES

PRELIMINARY: SUBJECT TO REVISION

I. PROJECT DESCRIPTION

The proposed 562 Mission Street Office Building is planned for office, parking, and retail/commercial uses. The project site is located in the downtown office area of San Francisco between Jessie and Mission Streets. Anthony Street borders the west side of the site and Golden Gate University is adjacent to the east boundary (Figures 1, and 2, pages 2 and 3) The main entrance to the project would be on Mission Street (562 Mission, see Figure 3) and additional entrances would be on Anthony and Jessie Streets. The site is in Assessor's Block 3708, lots 15, 17, and 18 and is approximately 39,760 square feet.

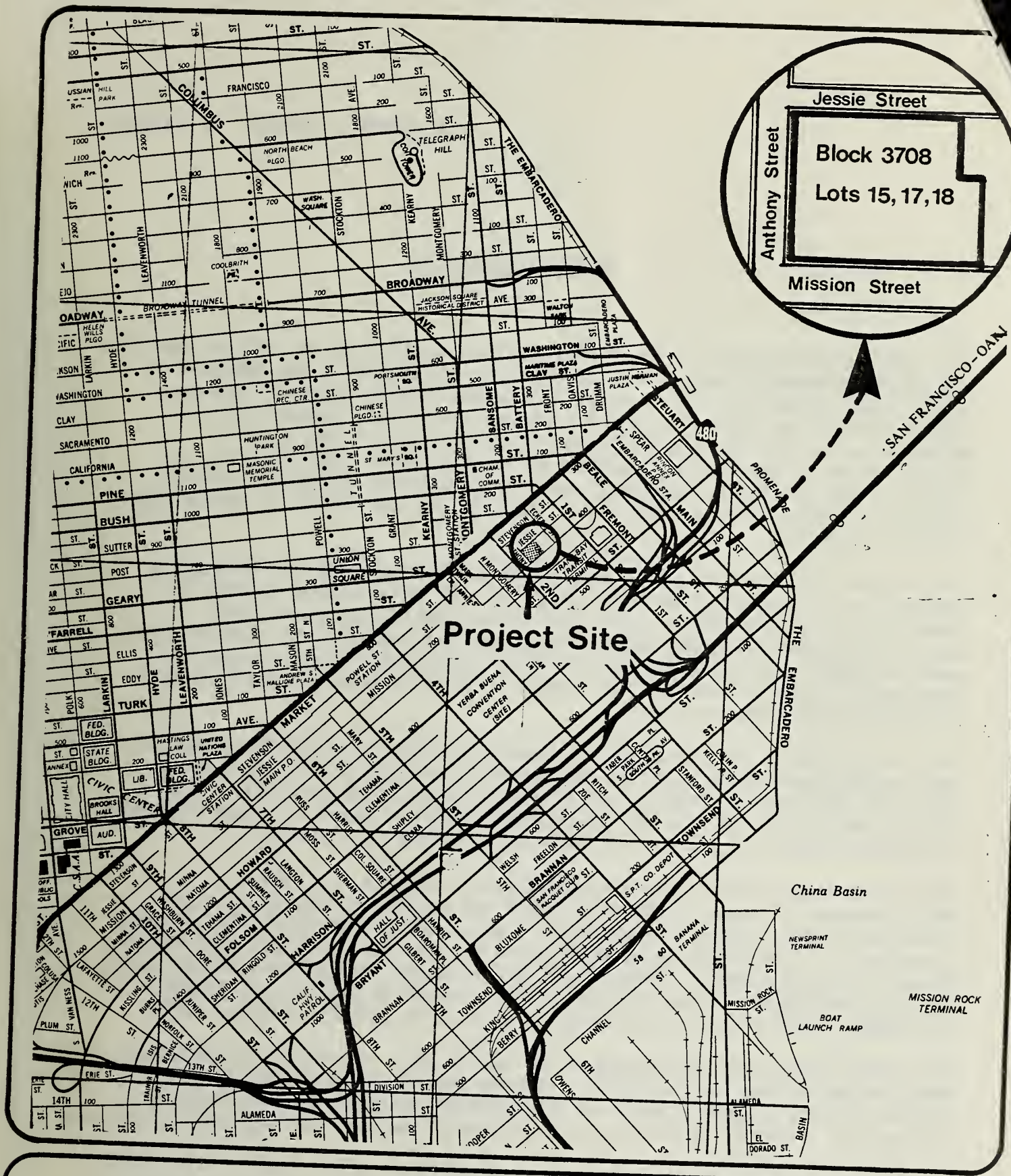
The proposed project site contains 2 6-story buildings used for offices, a parking lot, a subsurface parking garage for 140 vehicles and a kiosk for commercial photo processing. The 2 buildings (containing a total of approximately 144,000 gross square feet), the parking facility, and the kiosk would be demolished and replaced with the proposed 562 Mission Street structure. Existing business and commercial establishments would have to be relocated during construction.

The total project, including office, commercial/retail, mechanical, service, and parking space would comprise approximately 670,000 gross square feet. About 540,000 gross square feet of office space would be available. The building would rise 34 stories above grade (Figure 4, page 5). Approximately 74 parking spaces (38,967 square feet) would be provided on-site.

The ground floor of the highrise and podium is planned for lobbies, retail/commercial space, mechanical space and access to parking on other floors and truck loading service below grade. The ground level plan includes a mini-mall in the podium area which would provide direct access from Mission Street to Jessie Street. About 16,000 gross square feet of retail sales area would be available. Above the mini-mall, 2 levels of parking are planned. The second floor of the office building would also contain parking spaces.

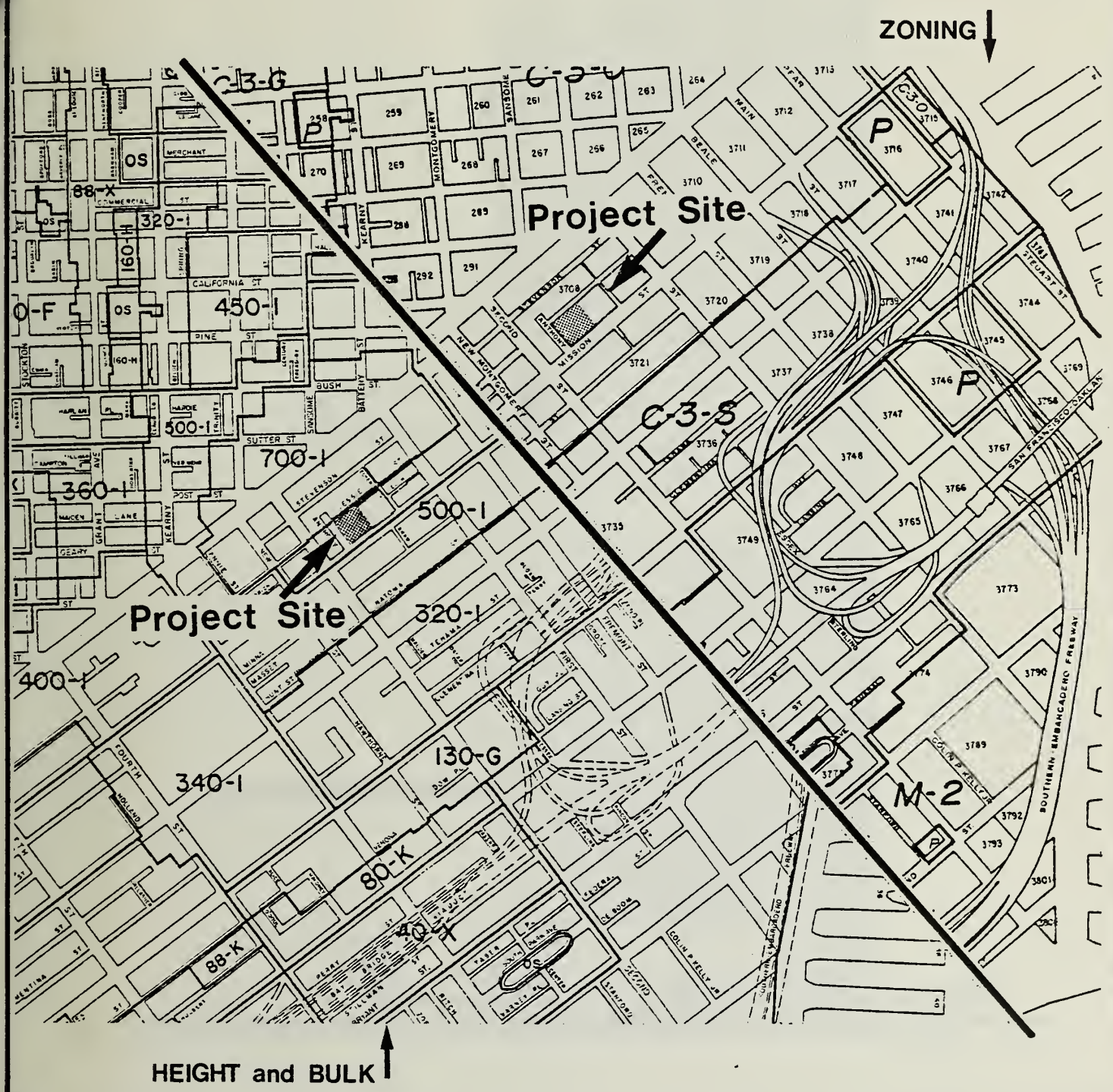
The podium roof would be landscaped for public use. It would be accessible from the third floor of the office building and by stairs directly from Mission Street. Floors 3 to 32 in the highrise building are designated for office use. Floor 16 and the top 2 floors would be used for mechanical functions.

The 494-foot building would conform to the 600-foot height limit. The office structure would be constructed of light-colored granite, travertine or precast concrete with translucent glass.



Site Location Map

Figure No. 1



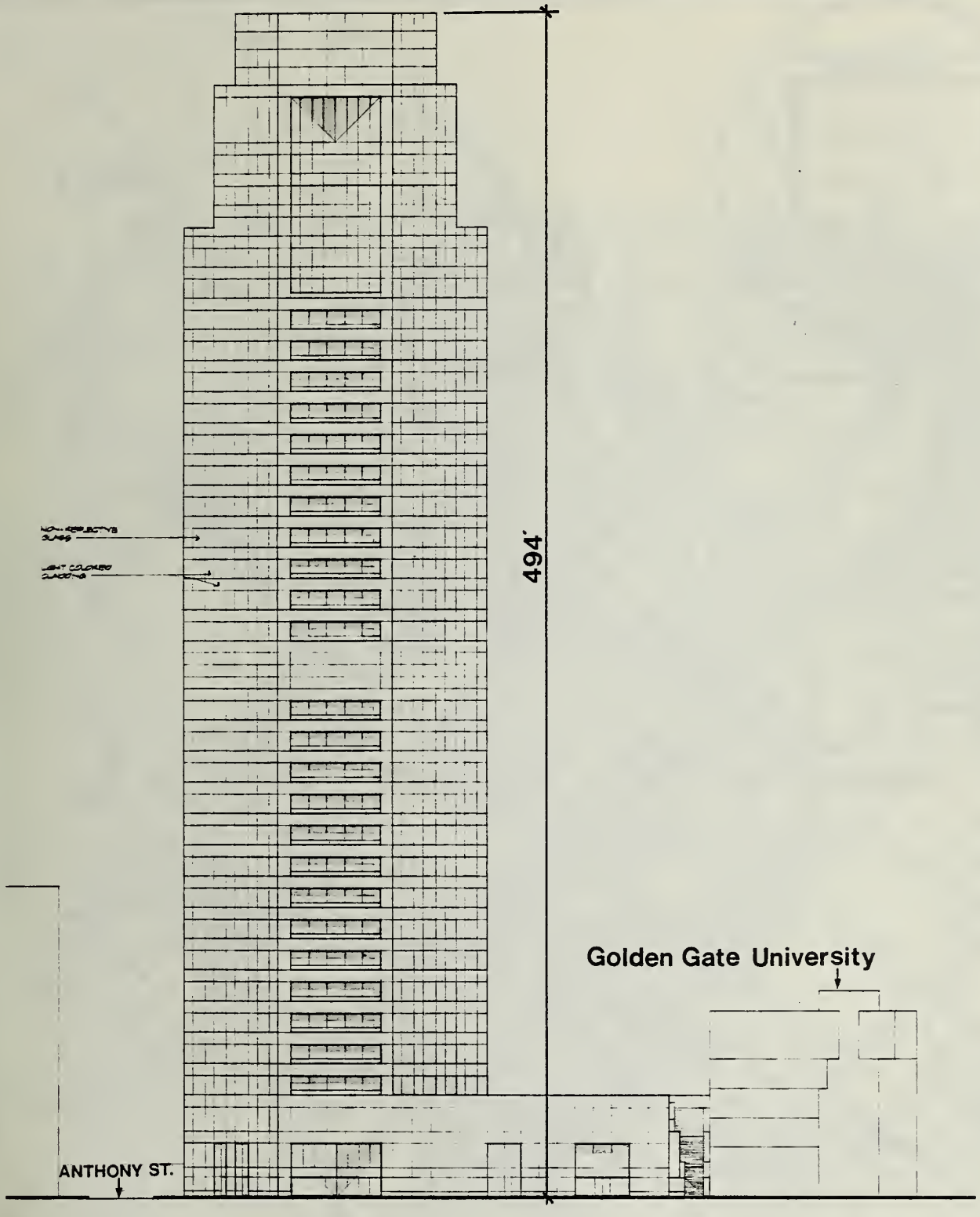
Height and Bulk/Zoning Districts

North

0 400 800 1600

Scale Feet

Figure No. 2



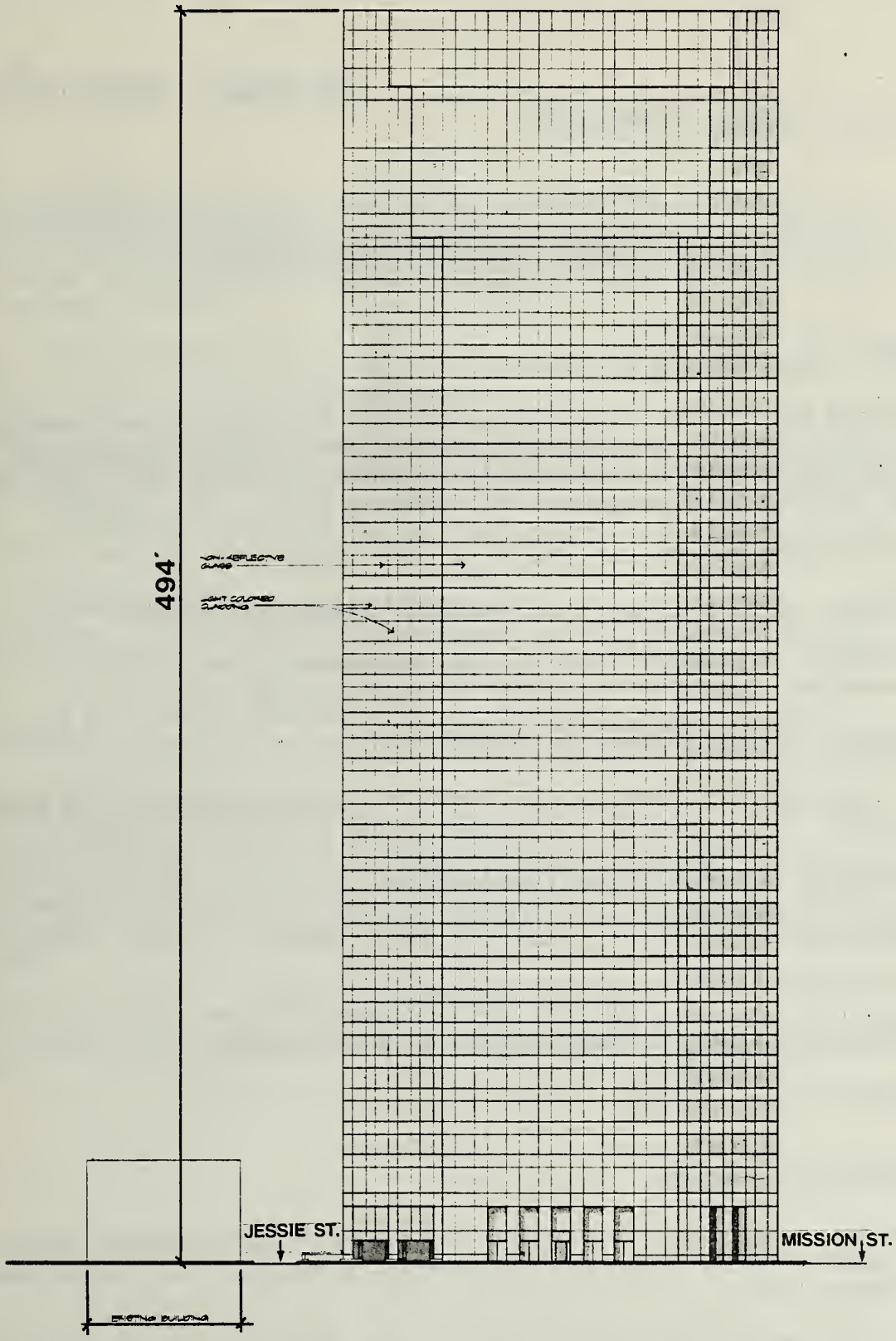
Mission Street Elevation

North

0 20 40 80

Scale Feet

Figure No. 3



Anthony Street Elevation

North

0 20 40 80

Scale Feet

Figure No. 4

II. POTENTIAL ENVIRONMENTAL EFFECTS

A. SIGNIFICANT EFFECTS

The proposed 562 Mission Street Office Building may generate environmental impacts which could be considered significant and which will be analyzed in an Environment Impact Report. Potential environmental effects that would result from the 562 Mission Street structure include:

- an increase in land use density on the site
- effects on long-range views from some adjacent buildings
- increase of population employed on the project site, and subsequent demand on the supply of housing in the City.
- effects of shadows from the building
- circulation requirements and effects on existing vehicular and transit systems
- increase in demand for parking spaces
- potential change in wind ratios at street level
- noise impacts of piledriving during construction
- cumulative effects on public services and utilities
- energy demand aspects

B. INSIGNIFICANT EFFECTS

The proposed project would not result in significant environmental effects in several areas. These potential environmental issues will not be addressed in the subsequent EIR.

Noise: After project completion, audible noise levels in the project vicinity would not increase. Noise insulation features will be included in the project design to comply with the standards of Title 25 of the California Administrative Code.

Utilities and Public Services: The increased demand for public services and utilities generated by the proposed project would not require additional personnel or equipment. The cumulative impacts of the proposed project and other downtown office highrise buildings, however, may have significant impacts on some services.

Biology: The proposed project would have no effect on plant or animal life on the project site or in the surrounding area.

Topography, Soils, and Geology: The proposed 562 Mission Street office building project is not expected to have a major impact on the topography, soils, or geology of the project site. Before a determination is made, however, a thorough geotechnical analysis and report by registered engineers and geologists will be necessary.

Water: The proposed project would not affect the quality of water, alter runoff patterns, or affect public water supply or groundwater (i.e. dewatering would not be required during construction).

Hazards: The proposed project would not be affected by hazardous uses or health hazards in the area nor would there be a potential for health hazards.

Cultural: Portions of the project site are occupied by 562-572 Mission Street, a building designated by the Foundation for San Francisco's Architectural Heritage as having architectural and historical importance due to its mushroom column drop panel construction. This type of reinforced concrete design is still used today and consists of a system whereby flared or mushroom-capped supporting columns join panels with post blocks beneath the floor slabs.

The existing buildings would be demolished and the drop panel with mushroom column structure would be documented through photographs and measured drawings.

III. ENVIRONMENTAL EVALUATION CHECKLIST

A. GENERAL CONSIDERATIONS:	Yes	Maybe	No	N/A	Disc.
1. Would the project conflict with objectives and policies in the Comprehensive Plan (Master Plan) of the City?	___	___	X	___	X
2. Would the project require a variance, or other special authorization under the City Planning Code?	___	___	X	___	X
3. Would the project require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?	___	___	X	___	X
4. Would the project conflict with adopted environmental plans and goals?	___	___	X	___	X

The proposed project would comply with major provisions of the Comprehensive Plan. Master Plan policies will be reviewed in depth during EIR preparation and specific discussions directed to the Urban Design Element and the Transportation Element. The project would provide office space in the Mission Street office area which is classified in the City Planning Code as the Downtown Office district (C-3-O).

Principal uses allowed in the C-3-O district include dwellings, hotels, medical and educational facilities, retail sales, professional and business offices, laundries, meeting halls and theaters, parking garages, automobile showrooms, light manufacturing, and industrial or chemical research or testing laboratories.[1] The site is also in the 600-I Height and Bulk district in which the permitted height is 600 feet. The proposed 562 Mission Street office building is planned for 494 feet.

By resolution number 8474, adopted 17 January 1980, the City Planning Commission declared its intent to invoke its power of discretionary review for any highrise proposed in the downtown area. The proposed project would be subject to this review which would include, but not be limited to, an analysis of "protection and enhancement of the pedestrian environment, preservation of architecturally and historically significant buildings, preservation of housing, avoidance of industrial displacement, adequate and appropriate means of transportation to and from the project site, energy

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[1]City and County of San Francisco, Planning Code, Section 213-217, 1979 edition.

conservation, physical relationship of the proposed building to its environs, (and) effect on views from public areas on the City skyline.[1]

B. ENVIRONMENTAL IMPACTS:

	Yes	Maybe	No	N/A	Disc.
1. Land Use. Would the proposed projects:					
a. Be different from surrounding land uses?	___	___	X	___	X
b. Disrupt or divide the physical arrangement of an established community?	___	___	X	___	X

The project site is located in the downtown area of San Francisco. The site encompasses 554 to 584 Mission Street and is currently used for office, commercial and parking activities. Two 6-story warehouse buildings that have been converted to office use are the major structures on the site. A parking lot and subsurface parking garage for 140 automobiles and a small commercial photo-processing kiosk are also located on the project site.

The surrounding land uses are office, retail/commercial and short-term vehicle parking. The project block contains 1 and 2-story office/commercial buildings; 3 and 5-story brick warehouse and manufacturing buildings; 5 and 6-story office and wholesale furniture sales buildings; the 8-story granite and brick Pacific Telephone Company building (facing the site on Anthony Street); a 2-story concrete parking garage for automobile repair; Golden Gate University (abutting the site); and a small 1-story restaurant (abutting the site).

Across Mission Street are brick office buildings ranging from 2 to 6 stories, wholesale manufacturing and retail sales facilities, and a 2-story concrete parking garage.

The project would increase the density of office and commercial uses on the site. The retail uses on the ground level would be similiar to those now in the project area. The parking facilities in the proposed project would contain about one-half the number of parking spaces currently available on the project site.

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[1]San Francisco City Planning Commission, Resolution 8474, 17 January 1980.

2. Visual Quality and Urban Design. Would the proposed project:	Yes	Maybe	No	N/A	Disc.
a. Obstruct or degrade any scenic view or vista open to the public?	___	___	___	X	X
b. Reduce or obstruct views from adjacent or nearby buildings?	X	___	___	___	X
c. Create a negative aesthetic effect?	___	___	X	___	X
d. Generate light or glare affecting other properties?	___	X	___	___	X

The proposed project would not obstruct any views or vistas open to the public. Some views to the project from adjacent buildings could be partially blocked (particularly from the 595 and 525 Market Street Buildings, the 2 Standard Oil Towers and the Tishman Building to the northwest of the project site). Further study of views of the project from various locations in the City (and the Oakland-Bay Bridge and the San Francisco Bay) are necessary to determine the extent of the visual impacts and will be included in the EIR.

Light would be noticeable from the proposed project; this could be tempered by the tinted glass materials covering the building's exterior and interior design features such as curtains and drapes.

3. Population/Employment/Housing: Would the proposed project:	Yes	Maybe	No	N/A	Disc.
a. Alter the density of the area population?	X	___	___	___	X
b. Have a growth-inducing effect?	___	X	___	___	X
c. Require relocation of housing or businesses, with a displacement of people, in order to clear the site?	X	___	___	___	X
d. Create or eliminate jobs during construction and operation and maintenance of the project?	X	___	___	___	X
e. Create an additional demand for housing in San Francisco?	X	___	___	___	X

The proposed project would displace employees and businesses currently located in the 562-572 and 560 Mission Street office buildings, the parking facility and the photo-processing kiosk. Approximately 620 person-years of construction employment could be created by full development of the project. The project could result in about 2,200 jobs in the office and commercial/retail spaces, including maintenance and management of the building (including parking facilities).

A project of this magnitude is likely to have a growth-inducing effect on other downtown development in the City. The cumulative effects of increased growth in the area will be discussed in the EIR.

4. Transportation/Circulation. Would the construction or operation of the project result in:	Yes	Maybe	No	N/A	Disc.
a. Change in use of existing transportation systems? (transit, roadways, pedestrian ways, etc.)	X				X
b. An increase in traffic which is substantial in relation to existing loads and street capacity?		X			X
c. Effects on existing parking facilities, or demand for new parking?	X				X
d. Alteration to current patterns of circulation or movement of people and/or goods?		X			X
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?		X			X
f. A need for maintenance or improvement or change in configuration of existing public roads or facilities?		X			X
g. Construction of new public roads?			X		

An increase in MUNI and regional transit patronage would occur as well as additional vehicle trips to and from the project site and to the downtown area. Use of sidewalks would probably increase. This will require further analysis as will the effects of the project on transit and traffic. The proposed project would remove about 140 parking spaces from the project site and would replace about 74 spaces in the office and podium structures. The project-related and cumulative impacts for transportation and parking demand will be further considered in the EIR.

5. Noise

	Yes	Maybe	No	N/A	Disc.
a. Would the proposed project result in generation of noise levels in excess of those currently existing in the area? (during construction)	X				X
b. Would existing noise levels impact the proposed use?		X			X
c. Are Title 25 Noise Insulation Standards applicable?	X				X

Noise levels in excess of those existing in the area would not result from project operation although higher walls along the street could amplify existing noise. The amount of traffic generated by the project during any hour of the day would probably cause traffic noise levels to increase by less than 1 dBA.[1]

A parking area is proposed, in the office building and podium with access from Anthony Street. Loading and loading docks for commercial deliveries are proposed in the basement level. Such facilities would also generate additional traffic, but a 1-dBA increase in environmental noise is undetectable by the untrained human ear.

Mechanical equipment noise is regulated by the San Francisco Noise Ordinance, (Part II, Chapter VII, San Francisco Municipal Code), Section 2909, "Fixed Source Noise Level," which the project sponsor is committed to follow. The noise ordinance limits equipment noise levels in the downtown area to 70 dBA between 7 a.m. and 10 p.m. and 60 dBA between 10 p.m. and 7 a.m. at the property line. Mechanical equipment for the proposed project would be limited to 70 dBA during the day and to 60 dBA to meet the nighttime limit. Further discussion will not be included in the EIR.

Typical of downtown San Francisco, the noise environment of the site is dominated by vehicular traffic noise. The Environmental Protection Element contains guidelines for determining the compatibility of various land uses with different noise environments. For office uses the guidelines recommend no special noise control measures in an exterior noise environment up to a noise level (L_{dn})[2]

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[1] dBA is the measurement of sound units of decibels (dB). The "A" denotes the A-weighted scale which simulates the response of the human ear to various frequencies of sound.

[2] L_{dn}, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noise (noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise).

of 70 dBA. The exterior noise levels at the site are estimated to be 70 to 75 dBA.[1] For these noise levels, the guidelines require an analysis of noise reduction requirements and inclusion of noise insulation features in the building design. The project sponsor has agreed to have an analysis done which would include recommended noise insulation features in the final building design; therefore, no further analysis is necessary in the EIR.

An acoustical analysis to show that the building would meet an interior CNEL[2] requirement of less than 45 dBA with the windows closed would be performed because the exterior noise environment of the site could exceed a CNEL of 60 dBA at street level. The project would be constructed to conform with Title 25 Noise Insulation Standards. Existing noise level would have no significant effect and no further discussion is needed.

Project construction would require approximately 2 years and would involve demolition of existing buildings; and construction of the proposed structure. These construction activities would temporarily result in noise levels in excess of those existing in the site vicinity.

The San Francisco Noise Ordinance limits noise emissions from any powered construction equipment to 80 dBA at a distance of 100 feet. Adherence to this limit would ensure that all equipment, other than impact tools, would cause noise levels at the nearest building to be no greater than current maximum noise levels from traffic and other mechanical equipment. If construction equipment and tools do not comply with the provisions of Section 2907 of the Noise Ordinance, a limitation of the hours of construction when such tools and equipment are used may be required. Trucking of construction material to and from the site probably would not cause a noticeable increase in average noise levels along haul routes because of existing traffic noise levels on the streets. Further consideration will be given to these issues in the EIR.

6. Air Quality/Climate. Would the proposed project result in:	Yes	Maybe	No	N/A	Disc.
a. Violation of any ambient quality standard or contribution to an existing air quality violation?	___	___	X	___	X
b. Exposure of sensitive receptors to air pollutants?	___	___	X	___	X

[1]Data collected in July 1974 for the report, Noise in San Francisco by Bolt Beranek & Newman, were used to develop noise level contours for the Transportation Noise Element of the "Comprehensive Plan of the City and County of San Francisco Plan for Transportation Noise Control," a section of the Environmental Protection Element, adopted 19 September 1974.

[2]Community noise equivalent level (CNEL) is an averaged sound level measurement based on human reaction to cumulative noise exposure over a 24-hour period. The numerical values of CNEL and L_{dn} are essentially equal for most urban noise environments.

	Yes	Maybe	No	N/A	Disc.
c. Creation of objectionable odors?	___	___	X	___	X
d. Burning of any materials including brush, trees, or construction materials?	___	___	X	___	___
e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?	X	___	___	___	X

Construction activities would generate dust, carbon monoxide, and nitrogen oxides. Local concentrations of these emissions would be dependent upon particulate size, time of day, and microclimate conditions; particulate concentrations likely would often exceed the state's 24-hour standard of 100 ug/m.^{3}

San Francisco currently is a nonattainment area[1] for ozone, carbon monoxide, and total suspended particulate levels. According to the Clean Air Act of 1970 (as amended), air quality must be in compliance with federal standards by 1987. Project construction would affect total suspended particulate concentration near the site. Because this is a short-term, localized impact, it would not interfere with efforts to attain the total suspended particulate standard.

No sensitive receptors (hospitals, convalescent homes, churches) have been identified in the vicinity of the proposed project. Local concentrations of carbon monoxide, and regional concentrations of hydrocarbons and mitrogen oxides would increase as a result of increased traffic stimulated by the development. Individually, these incremental changes in air pollution in the region would be insignificant; cumulatively, developments such as this could increase reported concentrations and frequency of standard violations and affect achievement of compliance by 1987. Cumulative air quality issues will need additional analysis.

The project site may be exposed to winds. Although design features in the project are known to reduce ground-level wind acceleration near buildings, wind tunnel tests of the proposed designs will be analyzed in the EIR.

The project would create and cast new shadows on the surrounding street areas. The shadow effects will be discussed in the EIR.

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[1]The Environmental Protection Act defines a "nonattainment" area as an area in which 1 or more measurable federal standards are violated. ABAG, Bay Area Air Quality Plan, January 1979.

7. Utilities and Public Services. Would the proposed project:	Yes	Maybe	No	N/A	Disc.
a. Have an effect upon, or result in a need for new or altered, governmental services in any of the following?	___	___	X	___	X
fire protection	___	___	X	___	X
police protection	___	___	X	___	X
schools	___	___	X	___	X
parks or other recreational facilities	___	___	X	___	X
maintenance of public facilities	___	___	X	___	X
power or natural gas	___	___	X	___	X
communications systems	___	___	X	___	X
water	___	___	X	___	X
sewer/storm water drainage	___	___	X	___	X
solid waste collection and disposal	___	___	X	___	X

The proposed 562 Mission Street office building project is not expected to have an adverse impact on the demand for utilities and public services, however, the EIR will address the potential cumulative impact on municipal services by increased development in Downtown San Francisco.

The proposed project would increase the building area of the site and the number of persons using the project area and may increase the fire hazard. The project would, however, incorporate more extensive fire protection measures than most existing buildings in the area to comply with the more stringent code standards now in effect. The project would not require more fire department personnel or equipment; water for fighting fires would be available to the project from both the domestic and high-pressure water systems within the site.[1] Response time to the site would be about 4 minutes.

The proposed office building project would increase population and property on the site, thereby increasing the opportunity for crime. The police department anticipates an increase in theft of office equipment at the site. Appropriate mitigation measures (alarms, adequate lighting in entry ways, security personnel, etc.) would be incorporated into the project. Additional personnel or equipment will not be required by the police department for the project; however, cumulative growth in the area could increase demand for police services.[2]

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[1]Chief Joseph Sullivan, Division of Planning and Research, San Francisco Fire Department, leter communication, 30 July 1981.

[2]Captain Jordan, Southern Station, San Francisco Police Department, telephone conversation, 4 August 1981.

New employees in the area generated by the project may choose to live in San Francisco with their families. It is not anticipated that the project would generate a demand on school services. The San Francisco School District could absorb any additional students.[1]

Plazas and terraces for office employees are incorporated into the proposed project design. It is not anticipated that the project would generate demand on parks or other recreational facilities in the City or have any direct effect on maintenance of public facilities.

There would be a net increase in the consumption of energy generated by the proposed project. The proposed office building would be served by a high voltage line and high pressure gas main beneath Mission Street. PG&E does not anticipate difficulty in providing the required amount of natural gas or electricity to the project.[2] The project sponsor has indicated that the project will conform to energy commission standards for residential and nonresidential buildings.

There would be an increase in demand for communication systems generated by the proposed project. A PT&T trunk line extends beneath Mission Street; no supplier capacity problems exist and Pacific Telephone would not have difficulty providing increased services to the project site.[3]

The project would result in a net increase of water consumption at the site of approximately 86,000 gallons per day (GPD). Eight-inch water mains serve the project site on Jessie and Anthony Streets and a 12-inch diameter main is located in Mission Street. They can adequately serve the domestic and fire demands of the proposed project. Due to traffic conditions and restrictions imposed by the City while excavating on Mission Street, it may be less expensive to install service to the site from Jessie or Anthony Streets.[4]

The amount of wastewater generated would be about the same as the water consumed. The project could be served by the existing 2-foot x 6-inch by 3-foot 9-inch sewer on Mission or the new 15-inch main on Jessie and 12-inch line on Anthony Street. These would be adequate to handle increased surface flows as well as storm drainage. It is not anticipated that the City would have any difficulties in providing services to the site.[5]

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[1]Mrs. Ronnie Hughes, Assistant, San Francisco Unified School District, telephone communication, 3 August 1981.

[2]Jerry Tison, Marketing, Pacific Gas and Electric, telephone conversation, 4 August 1981.

[3]Jack McGovern, Building Industry, Pacific Telephone, telephone conversation, 4 August 1981

[4]J.E. Kenck, Manager, City Distribution Division, San Francisco Water Department, letter, 31 July 1981.

[5]Nathan Lee, San Francisco Clean Water program, telephone communication, 3 August 1981.

The proposed office building project would generate a net increase in solid waste to an estimated 2½ tons per day. The disposal company recommends that space for a 20-25 yard compactor be designed into the building. The Golden Gate Disposal Company would remove solid waste every 4 to 5 days, and does not anticipate problems in meeting the demand generated by the proposed development.[1]

	Yes	Maybe	No	N/A	Disc.
8. Biology					
a. Would there be a reduction in plant and/or animal habitat or interference with the movement of migratory fish or wildlife species?	___	___	X	___	___
b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site?	___	___	X	___	___
c. Would the project require removal of mature scenic trees?	___	___	X	___	___
9. Land. (topography, soils, geology) Would proposed project result in or be subject to:					
a. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion, and liquefaction)	___	X	___	___	X
b. Grading? (consider height, steepness and visibility of proposed slopes; consider effect of grading on trees and ridge tops)	___	___	X	___	___
c. Generation of substantial spoils during site preparation, grading, dredging or fill?	___	___	X	___	X

[1] F.Garbarino, office manager, Golden Gate Disposal Company, telephone conversation, 3 August 1981.

The proposed project site is nearly level at approximately Elevation +7 feet, San Francisco City Datum (SFCD).[1] According to the current geologic map of San Francisco[2], the underlying sediments consist of 36 feet of artificial fill over 13 feet of bay mud and clay. These materials are underlain by undifferentiated sand, clay and gravel deposits which extend to bedrock at -270 feet SFCD.[3] The bay mud represented here is assumed to be the softer, unconsolidated upper bay mud which usually occurs between Elevation -20 feet SFCD and -40 feet SFCD in this area.[4] Dune sand and Colma Formation sand probably form the upper 45 feet of the undifferentiated clay and gravel deposits.[5] Groundwater occurs at approximately -14 feet SFCD.[6]

Construction on artificial fill overlying bay mud requires special engineering considerations because of their divergent mechanical properties.[7] Artificial fill is porous, has a low clay content, a high sand content and reacts to stress (loading, groundshaking) as a rigid material. Bay mud has a high water content, a high clay content, a low sand content and reacts to stress as a plastic material.

Heavy or rapid stress results in the development of excessive water pressure within these nearly impermeable sediments causing a loss of strength and consequent soil failure. When the mud shifts or flows, the overlying fill lurches and fractures. Structures placed on the fill would break up, tilt or sink.[8] This type of occurrence would be mitigated by placing the structure on concrete pile caps tied together with reinforced steel grade beams. The

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[1]San Francisco City Datum is 11.6 feet above mean sea level.

[2]Schlocker, J., Geology of the San Francisco North Quadrangle, California, U.S. Government Printing Office, Washington, D.C., 1974, plate 1, scale 1:24,000.

[3]Ibid, plate 1, bore hole log 5, scale 1:1500.

[4]Goldman, H.B. (editor); Geologic and Engineering Aspects of San Francisco Bay Fill, Special Report 97, California Division of Mines and Geology, San Francisco, California, 1969, plate 3, scale approximately 1:79,000.

[5]Op cit., Schlocker, J.S., plate 1, bore hole log 5, scale 1:1500.

[6]Erik Tryde, Civil Engineer, S.O.M. Architects, telephone conversation, 5 August 1981.

[7]Op. cit., Schlocker, J.S. Table 2, pages 83-84.

[8]Op. cit., Goldman, H.B. (editor) plate 4, scale approximately 1:79,000. page 45.

precast piles would be 5 to 10 feet into the dense sand below the bay mud.[1] The existence of 1 subsurface level used exclusively for parking could also reduce the stress on the bay mud. The building frame will be of ductile steel and the structure will be built to SEAOC 1980 Seismic Level Design.[2]

The site is pre-excavated and contains one subsurface level of parking. No soil is expected to be removed from the site. It is possible that a small amount of new fill may be required if existing site materials are not sufficient for the project's requirements.[3]

The presence of artificial fill over bay mud and the need for special foundations indicates that a complete geotechnical site study will be required before an environmental assessment could be completed and construction could begin.

10. Water. Would the proposed project result in:	Yes	Maybe	No	N/A	Disc.
a. Reduction in the quality of surface water?	___	___	X	___	___
b. Change in runoff or alteration to drainage patterns?	___	___	X	___	___
c. Change in water use?	X	___	___	___	X
d. Change in quality of public water supply or in quality or quantity (dewatering) of groundwater?	___	X	___	___	X

Water use for the proposed project is estimated to be approximately 86,000 gallons per day (GPD). There is no surface water at the site. During construction, watering will be required to prevent dust. The site is currently impermeable due to coverage of buildings and the parking lot. It is not anticipated that drainage patterns would change or stormwater volumes increase since the runoff coefficient of the site (80% to 95%) would be unchanged. Stormwater runoff would flow into the City sewer system, rather than to the water table, and would have no impact on the water table. The City's storm drain system which would service the project site has sufficient excess capacity to accommodate the proposed development.[4] There would be increase in water usage at the site to approximately 86,000 gallons per day; however, San Francisco has adequate water collection and

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[1]Mr. Erik Tryde, Civil Engineer, S.O.M Architects, telephone conversation, 5 August 1981.

[2]Ibid.

[3]Ibid.

[4] Nathan Lee, San Francisco Clean Water Program, telephone conversation, 3 August 1981.

distribution facilities to accommodate a 65% increase in downtown building space by the year 2000 given normal rainfall.[1] No dewatering is expected to be required for construction of this project.

11. Energy/Natural Resources. Would the proposed project result in:	Yes	Maybe	No	N/A	Disc.
a. Any change in consumption of energy?	X				X
b. Substantial increase in demand on existing energy sources?		X			X
c. An effect on the potential use, extraction, conservation or depletion of a natural resource?		X			X

There would be an increase in energy consumption on the site as a result of an increase in the total square footage of structure to be served. Unnecessary, wasteful or inefficient uses of energy cannot be identified, because specific building designs have not been developed.

There would be an increase in peak-hour electrical demand resulting from elevator use, in addition to peak-hour demand characteristics of other uses in the structure. Other aspects of electrical and natural gas demand characteristics cannot be identified until more precise building designs are developed. Further evaluation of energy effects will be presented in the EIR.

No existing active solar energy collections installations would be affected as none are located in the immediate area north of the site. No other natural energy resources would be directly affected.

12. Hazards. Would the proposed project result in:	Yes	Maybe	No	N/A	Disc.
a. Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health and safety?			X		
b. Creation of or exposure to a potential health hazard?			X		

[1] Downtown San Francisco Conservation and Development Planning Program Phase I Study, Sedway/Cooke, assisted by San Francisco Department of City Planning, October 1979, page 55.

	Yes	Maybe	No	N/A	Disc.
c. Possible interference with an emergency response plan or emergency evacuation plan?	___	___	X	___	___

It is not anticipated that the proposed project would result in any increased risk of explosion or release of hazardous substances.

13. Cultural. Would the proposed project:

a. Include or affect a historic site, structure, or building?	___	X	___	___	X
b. Include or affect a known archaeological resource or an area of archaeological resource potential?	___	___	X	___	X
c. Cause a physical change affecting unique ethnic or cultural values?	___	___	X	___	X

There is no evidence that the proposed project contains any historic structures or remains of archaeological or cultural significance. The 562-572 Mission Street building is rated "B" (Major Importance) by the Foundation for the Preservation of San Francisco's Architectural Heritage because of the "extremely early use of mushroom column drop panel construction, an important breakthrough in reinforced concrete design that is still utilized today. There is no other known use of this technique prior to the year in which the building was built."[1]

A survey of the historic architectural merits of the structure was made by Sally Woodbridge, architectural historian. Her report is on file with the Office of Environmental Review and available for public reading. She concluded that documentation of the actual date of the first use of mushroom column drop panel construction is incomplete. Recognition of the current state of research and the certain use in the 562-572 Mission Street building warrants some importance, although Ms. Woodbridge concludes that the building facade is not of high architectural merit and the structural system is only visible in part of the interior. Therefore, the structure does not have enough architectural merit to warrant landmark status.

In recognition of the possible historic merit of the structural system the project sponsor would document the type of construction through photographs and measured drawings.

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[1]Charles Hall Page & Associates, Inc. Splendid Survivors, San Francisco's Downtown Architectural Heritage, text by Michael R. Corbett, prepared for the Foundation for San Francisco's Architectural Heritage, San Francisco, California, 1979.

C. MITIGATION MEASURES:	Yes	No	Disc.
a. Are mitigation measures included in the project?	X		X
b. Are other mitigation measures available?	Possible if need is identified		

The project sponsor has indicated his intention to incorporate mitigation measures which he considers to be reasonable and appropriate as they are identified during the course of the environmental review process for this project. A number of mitigation measures have been included in the project design to date.

1. The project would provide 74 parking spaces and 4 off-street loading spaces.

2. The project would include pedestrian access from Jessie, Anthony and Mission Streets to facilitate foot traffic flow in the street-level commercial/retail area.

3. For the office and commercial/retail space, the project sponsor would encourage efforts to adjust working hours, provide ride-sharing coordination and provide preferential parking for vanpool and carpool vehicles. The sponsor also agrees to provide for on-site sale of BART tickets and other transit passes, and would encourage employer tenants to subsidize tickets.

4. Glass would be nonreflective so that glare from the project would be minimal.

5. During construction and demolition, unpaved areas would be wetted at least twice a day to hold down dust.

6. The project sponsor and project contractor would meet with the Bureau of Engineering to determine the necessary feasible measures to reduce noise on the project site during piledriving.

7. Whenever possible, office suites would be equipped with individualized light switches, time clock operation, and fluorescent lights to conserve electric energy.

8. The heating, ventilating and air conditioning (HVAC) system would be equipped with an economizer cycle to use outside air for cooling, as feasible.

9. The project sponsor would record the early use of the mushroom column drop panel construction in the existing 562-572 Mission Street Building by photographing the structure and drawing of the design done to scale.

10. Should evidence of cultural or historic artifacts of significance be found during project excavation, the Environmental Review officer and the President of the Landmarks Preservation Advisory Board would be notified. The project sponsor would select an archaeologist to help the Office of Environmental Review determine the significance of the find and whether feasible measures, including appropriate security measures, could be implemented to preserve or recover such artifacts. The Environmental Review Office would then recommend specific mitigation measures, if necessary, and recommendations would be sent to the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of 4 weeks to permit inspection, recommendations and retrieval, if appropriate.

11. A detailed foundation and structural design study would be conducted for the building by a licensed structural engineer and a geotechnical consultant. The project sponsor would follow the recommendations of these studies during the final design and construction of the project.

D. ALTERNATIVES:	Yes	No	Disc.
a. Were alternatives considered:	X	__	____

Several alternatives to the proposed project were considered:

1. The no-project alternative would retain the existing structures on the site.

2. The project sponsor examined the possibility of using the site for a building of less density. He felt that such an alternative would not meet the objectives of the project, which are to obtain maximum economic return on the investment and provide as much office space as possible to meet the current demand.

The EIR will contain further discussion of project alternatives including a structure that would comply with the May 1981 Department of City Planning document, Guiding Downtown Development.

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